

EAST BANK MOBILITY PLAN

GUIDANCE FOR COMPLETE STREETS

How to use this document: The redevelopment of Nashville's East Bank requires a significant transformation of its mobility infrastructure that can only happen in partnership between the public and private sectors. This **GUIDANCE FOR COMPLETE STREETS** facilitates a dialogue between the Nashville Department of Transportation (NDOT) and the East Bank developer community that bridges the gap between planning and implementation. It helps provide clarity and consistency on important topics such as facility design, right-of-way preservation needs and curb use and access.



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2023

Kimley»Horn

NDOT

NASHVILLE DEPARTMENT of TRANSPORTATION
& MULTIMODAL INFRASTRUCTURE



Multimodal Mobility Network

Imagine East Bank envisions modern neighborhoods where mobility options are robust and plentiful. The Multimodal Mobility Network contributes to this vision by creating a well-connected system of facilities for pedestrians, cyclists, transit riders and automobiles through a street typology and dedicated networks for cyclists and transit.



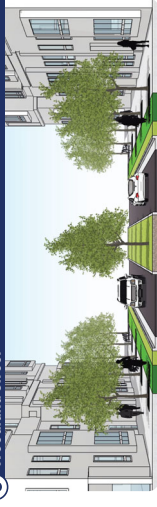
REGIONAL CONNECTOR STREETS

Regional Connector Streets provide connections between the East Bank and surrounding neighborhoods, such as downtown and East Nashville, and other parts of the city. As part of their regional function, they are intended to move larger volumes of people and vehicles. Regional Connector Streets will often include multiple travel lanes and should include wider sidewalks and landscape buffers and, where identified on the Bicycle Network, wider protected lanes or off-street bikeways. Building footers should face these streets for proper access, but movement of people and vehicles should be emphasized.

1 Korean Veteran's Boulevard



3 Woodland Street



5 2nd Street



7 Neighborhood Street with Off-Street Bikeway



2 Dickerson Pike



4 Woodland Street Bridge



6 Waterside Drive



8 Neighborhood Street



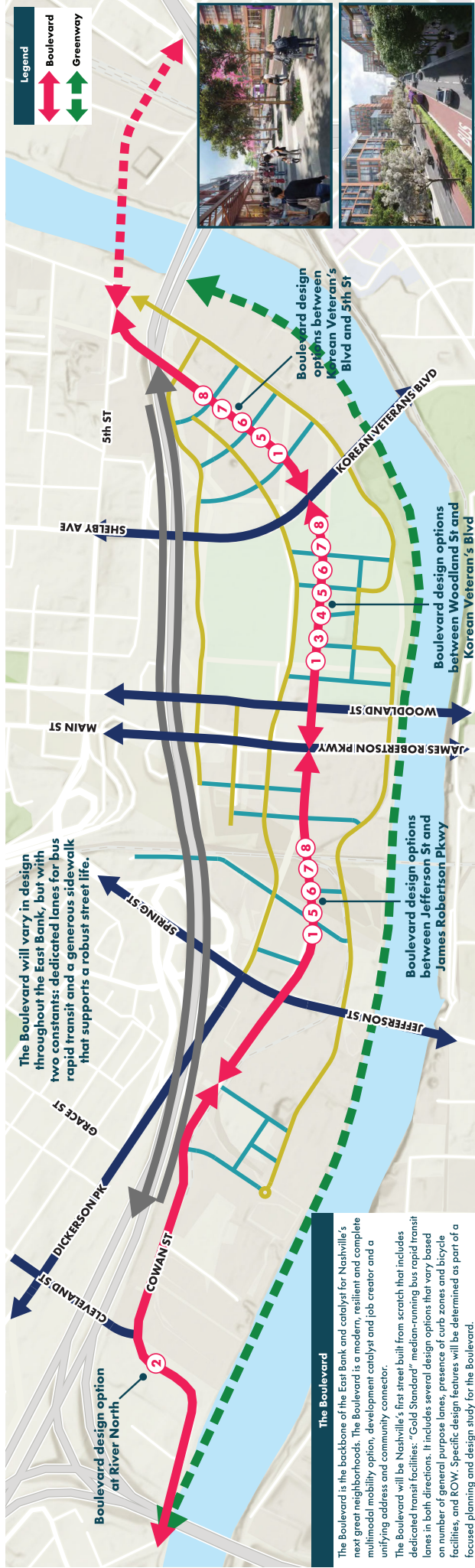
EAST BANK MOBILITY PLAN

GUIDANCE FOR COMPLETE STREETS Street Typology

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BOULEVARD OPTIONS

1 Boulevard



3 Boulevard with Curb Zones



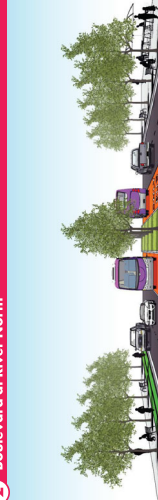
5 Boulevard with Bikeway



7 Boulevard with Cycle Track



2 Boulevard at River North



4 Boulevard with Transit Shelters



6 Boulevard with Bikeway and One Motor Vehicle Lane



8 Boulevard with Cycle Track and One Travel Lane



EAST BANK MOBILITY PLAN

GUIDANCE FOR COMPLETE STREETS Boulevard Typology

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Note: The typical sections presented here are for illustrative purposes. The specific design of the Boulevard will be determined as part of a separate study.



Below 30 miles per hour (mph), pedestrian collision fatality rates decrease significantly:

20 MPH

8%



30 MPH

20%



40 MPH

46%

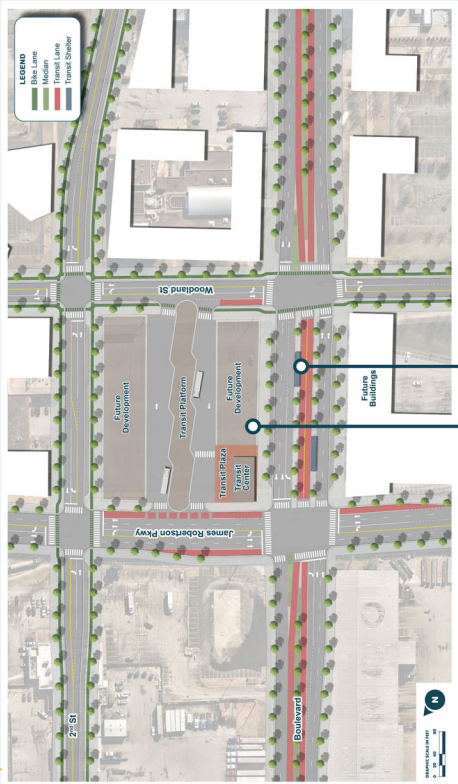


Source: Vision Zero Network 2022



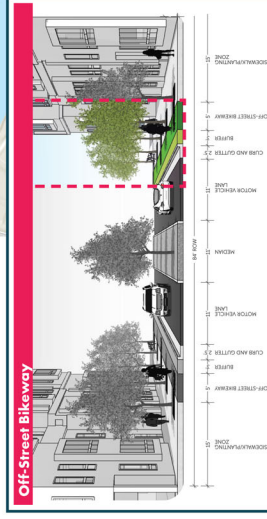
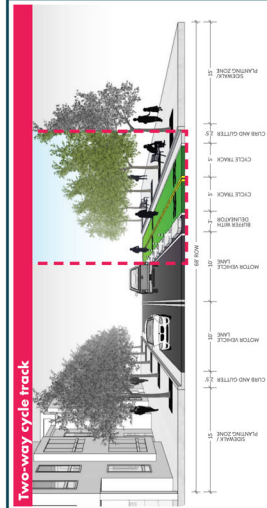
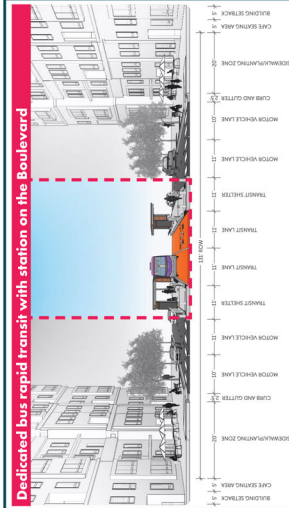
A Connected Network for All Users

Multimodal hub



Transit stations on the Boulevard are to be located at the intersection of Boulevard and 2nd Street, providing access to cross-transit routes and major destinations on the East Bank.

A planned multimodal hub at the intersection of the Boulevard, 2nd Street, James Robertson Parkway and Woodland Street transit facility, providing a one-seat transit ride to many locations throughout Nashville. The hub will support various transit modes, including micromobility and ride-sharing.



EAST BANK MOBILITY PLAN

GUIDANCE FOR COMPLETE STREETS A Connected Network for all Users

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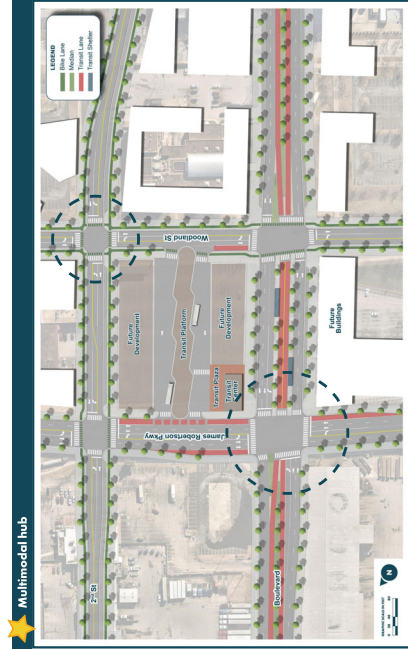
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Bicycle Network
An essential component of the East Bank Multimodal Mobility Network is the ability to travel to any location within the East Bank and surrounding neighborhoods via bicycle. The Bicycle Network map identifies locations of bicycle facilities and the Street Typology identifies the design characteristic. The inclusion of bicycle facilities is mandatory in these locations.



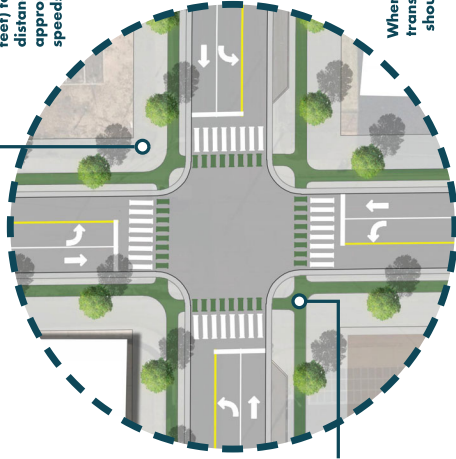
Legend
Boulevard
Greenway
Cycle track
Off-street bikeway or protected bike lane
Signed share routes / Off-street connector
Bicycle / pedestrian bridge



The mobility plan recommends minimal turn lanes, resulting in **right-sized intersections**.

Queue jumper lane

Minimal curb radii (15 feet) to minimize crossing distance and encourage appropriate motor vehicle speeds.



Protected intersection treatments for walking and cycling.

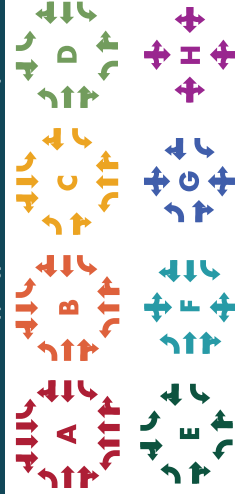
Intersection Typology

Intersection design plays a critical role in the scale and comfort of mobility networks. Multiple turn lanes can result in large, busy intersections that create a barrier to walking and cycling.

The East Bank Intersection Typology prioritizes walking and cycling by "right-sizing" intersections that result in minimized crossing distances and appropriate motor vehicle speeds. Each intersection has a prescribed maximum number of approach lanes and a maximum curb radius of 15 feet.



Intersection Typology: Maximum Lane Geometry



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Intersection Typology

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Intersection Right-of-Way Requirements

A: 10' additional ROW at north and south approaches; taper to be determined

B: 10' additional ROW at all approaches; taper to be determined

C: 10' additional ROW at all approaches (where center turn lane not already present); taper to be determined

D: 10' additional ROW at all approaches (where center turn lane not already present); taper to be determined

E: 10' additional ROW at all approaches (where center turn lane not already present); taper to be determined

F: 10' additional ROW at all approaches (where center turn lane not already present); taper to be determined

G: 10' additional ROW at north and south approaches; taper to be determined (where center turn lane not already present); taper to be determined

H: No additional ROW

